

# THE TRANSFORMER



## CONGRATULATIONS TO TRANSPORTATION'S NEWEST CHIEFS

### AFSC 2T0XO

Kennedy, Kevin T.  
Vandagriff, Timothy

### AFSC 2T1XO

Hunsinger, Carl  
Newman, Gary L.  
Richardson, David A.

### AFSC 2T2XO

Abernathy, Ronald A.  
Connelly, William A.  
Eisenhuth, David G.  
Walters, Francis E.

### AFSC 2T3XO

Borkert, Jamie P.  
Ferris, Christopher  
Livermore, Randy L.  
Serrano, Brigido G.

## TRAFFIC MANAGEMENT

### Internet Personal Property Shipment Clearing

With the increase in Internet accessibility at both Personal Property Shipping Offices (PPSOs) and local carrier agent offices worldwide, it's time to explore different ways of conducting daily business operations that provide alternatives to our customers in the commercial industry. One such means is to set up a simple Web page that gives your local agents an option to clear Inbound personal property shipments via the Internet.

First, PPSOs must have an Internet site accessible to all agents. That site must be configured to include a link to a specially formatted "Shipment Clearing" screen with blank shipment data cells (e.g. Carrier, GBL, Date Offered for Delivery). Once your Inbound section provides the necessary data fields they will need for the page's format, you are almost finished!

Local computer personnel would then assist you in setting up the rest of the screen's format so that an agent can enter and submit shipment data to your PPSO with a single click of a mouse. The "click" should generate e-mails or fax copies to the PPSO Inbound Section just as if they received a phone call, depending on how your system is configured. The PPSO manages the Inbound process from this point in different ways depending upon your individual operational needs. Your local e-mail setup and reliability and accessibility of equipment definitely is a factor at this point. All rules for clearance remain the same for all methods and modes of shipments. At the same time data is being transmitted to the PPSO, agents would view a followup screen repeating submitted shipment information while date and time stamping the action. The agent would then have an option to print that screen for their records.

It's a simple concept that moves local personal property operations a little closer to today's available technology. It serves the needs of both the PPSO and the agent, and, in some regard, advances the process since seeing and maintaining Inbound shipment information is sometimes much more reliable than a telephone call. It can and does work! JPPSO-SAT recently added Internet clearing to our site in the past month. We continue to refine and update the system on a daily basis.

You can view our version at <http://jppso-sat.randolph.af.mil/ppd/agent/clearing.htm> or go to our site at <http://jppso-sat.randolph.mil>, click on "Links", "Agent's Page", "Clear an Inbound Shipment".

POC: MSgt James Battenfelder  
Chief, Personal Property Division  
JPPSO-SAT/PPD  
San Antonio, Texas  
DSN: 954-4213

### **FIREARMS IN GERMANY**

Owning a firearm in Germany becomes more difficult on January 1, 2001. New registration procedures require all U.S. Forces personnel in Germany to register their privately owned firearms (POFs) with the German government.

Personnel wishing to possess and use POFs must obtain a Waffenbesitzkarte (German Weapons Possession Card). A Waffenbesitzkarte authorizes the holder to possess, transport, and use POFs for hunting and shooting. In order to obtain a Waffenbesitzkarte, personnel must have a valid Jadschein (German hunting license) or be actively participating in a structured sport-shooting program. Processing time for the Waffenbesitzkarte is approximately 90 days and includes a background check on the applicant.

In September 2000, USAREUR implemented a temporary ban on all firearm importation. This ban is still in effect. For detailed information check the November News Releases on the HQUSAREUR website: [www.hqusareur.army.mil](http://www.hqusareur.army.mil).

SUSAN H. BARTON  
Program Manager  
Military Customs Office  
Ramstein AB, Germany  
DSN: 480-5538

### **Hardware Upgrade For All TOPS Locations**

The TOPS Project Management Office, with approval from the respective Services General Officer Steering Committee (GOSC) representatives and working with the respective Service Joint Development Team (JDT) members has developed a selective, focused and phased hardware upgrade initiative that addresses the most critical needs of the aging TOPS system. Hardware to be upgraded includes laser printers, servers, user terminals and Local Area Networks. The hardware upgrade deployment began in December (FY01) and is scheduled to be completed in mid FY02. All Air Force sites completed a site survey to identify the number of hardware items that will be replaced and any necessary local site work orders; i.e., installation of drops for LAN connections for personal computers (PCs) and printers, static IP addresses for printers and cabling if not on the LAN that must to be completed before the Integration Contractor (GMR) arrives. We sent an Air Force deployment schedule to each site during December 2000. Each site will be contacted by the Integration Contractor at least one month prior to deployment to ensure all necessary actions have been completed before successful site installation can be accomplished. Concurrent with the hardware deployment will be the deployment of the latest software package IDP 8.0. IDP 8.0 includes Customs Forms, NTS Transactions, and some Excess Costs.

### **Schedule of 2001 TOPS Training workshops**

There will be two functional training workshops held for 2001, one on the West Coast and one on the East Coast. Registration fee is \$50.00. Make sure you include this fee in your orders. Each workshop will include training on the new enhancement in IDP 8.0 (Custom Forms, Excess Costs and NTS Special Transactions). We highly recommend 'users' who will benefit from this training attend the workshop (train the trainer). Participation in the workshop is highly encouraged. For personnel assigned to military installations located West of the Mississippi River, the workshop is scheduled for 12-16 February, and will be held at Fort Lewis, Washington. For those assigned East of the Mississippi, the workshop will be held in Hampton, Virginia at the Holiday Inn 12-16 March. Air Force personnel assigned West of the Mississippi need to attend the workshop held at Fort Lewis, and those assigned to the East need to attend the workshop held in Hampton. Please provide the names of attendees to JPPSO-COS/MIP at DSN 692-9274, or you may e-mail to [juan.morales@peterson.af.mil](mailto:juan.morales@peterson.af.mil). Each attendee will be responsible to make their own reservations. Start planning now because the number of attendees becomes critical for lodging.

**Western TOPS Functional Training Workshop (12-16 February 01)**

The Western TOPS Functional Training Workshop will be held at Fort Lewis. Billeting/lodging is limited. Reservations will be on a first come basis for Fort Lewis. You may also make reservations at McChord AFB, WA. If you plan to stay on McChord AFB, your orders must so indicate or must read Tacoma, WA. If no rooms are available on either installation, they will accommodate you off base/post. The prices for on or off the installations are as follows:

**Fort Lewis WA**

\$35-45 Depending on availability for Civilian or Military personnel. Reservations phone numbers, Commercial: 253-964-0211, DSN: 357-2815.

**McChord AFB WA**

\$17.50 E-1 thru E-6

\$21.50 E-7 thru E-9

\$20.00 O-1 thru O-5

\$25.00 O-6 and above

\$17.50 - \$25.00 Civilians, depending on availability

Reservations phone numbers. Commercial: 253-982-5613 (Toll Free: 1-800-847-3899) DSN: 382-5613

Off base accommodations range from \$40-55. The reservations desk at Fort Lewis or McChord will assist you with off base accommodations.

**Eastern TOPS Functional Training Workshop (12-16 March 01)**

Hampton VA

Holiday Inn

\* Note: Additional information is not available at this time. When the information is received we will disseminate it to all concerned. Please do not attempt making reservations until the information is received.

POC: Ms. Lynn Murphy

JPPSO-COS/IMP

Colorado Springs CO

DSN: 692-9271

**Communication Requirements for Full Operational Capability (FOC) of the Transportation Operation Personnel Property Standard System (TOPS)**

1. Purpose. To provide information and guidance to all transportation offices, CONUS and OCONUS, concerning communications issues for the TOPS.
2. Facts. The TOPS application uses the listed protocols and associated ports for communications with the central Switcher (SWIT) system, the Defense Table of Official Distance (DTOD) server and for providing remote customer service to all sites, CONUS and OCONUS, from the SWIT and TOPO systems. It is important to note that for all TOPS functions to operate correctly, an installation's network must not have a "firewall" blocking any of the listed ports and they must not have a http proxy server handling requests from the local TOPS server.

**a. Protocols and Ports used by the TOPS**

(1) File Transfer Protocol (ftp)	ports 20/21
(2) Secure Shell (ssh)	port 22
(3) Telnet	port 23
(4) Hypertext Transfer Protocol (http)	port 80
(5) UNIX to UNIX copy protocol (uucp)	port 540
(6) Line Printer Spooler	port 515

**b. IP Addresses**

- (1) SWIT – 144.101.13.3(Technical assistance and operational requirements)

- (2) TOPO – 144.101.13.4(Functional assistance)
- (3) DTOD – 128.190.151.6(Operational requirement)

c. DISN Node Registration

DISN node registration templates have been submitted to the NIC for both the SWIT and TOPO systems. The templates have been processed and the NIC database has been updated to reflect information on both systems.

- (1) NIC Help Desk:
  - 1-800-365-3642 (CONUS)
  - 1-703-821-6266 (OCONUS)

3. Background:

a. File Transfer Protocol (ftp; ports 20/21)

- part
- (1) The Internet standard for file transfer. It is used to transfer files to and from a remote networked site. This protocol is used by the TOPS Help Desk to assist with remote customer service. There are currently no automated ftp scripts running as part of the TOPS application baseline software.
  - (2) Service is required inbound from the SWIT and TOPO systems to the remote TOPS server and outbound from the remote server to the SWIT and TOPO systems.

b. Secure Shell (ssh; port 22)

- (1) Offers encryption of the normal UNIX login/password exchange and optionally authenticates the user and server by using the Digital Signature Standard as opposed to TCP Wrappers and IP address.
- (2) Service is required inbound from the SWIT and TOPO systems to the remote TOPS server and outbound from the remote server to the SWIT and TOPO systems.

c. Telnet (port 23)

- (1) Telnet is the user interface to a remote networked site. This protocol is used by the TOPS Help Desk to provide remote systems administration and maintenance.
- (2) Service is required inbound from the SWIT and TOPO systems to the remote TOPS server and outbound from the remote server to the SWIT and TOPO systems.

d. Hypertext Transfer Protocol (http; port 80)

- initiate
- (1) The standard protocol used for sending documents over the World Wide Web. This protocol is used by TOPS to initiate a mileage request from a TOPS server to the DTOD server.
  - (2) Service is required outbound from the remote TOPS server to the DTOD server only.

e. UNIX to UNIX Copy Protocol (uucp; port 540)

- (1) UNIX to UNIX copy protocol is the means by which files are copied from one UNIX platform to another. This is the protocol used by the SWIT system to send shipment data to and receive shipment data from remote TOPS servers.
- (2) Service is required inbound from the SWIT system to the remote TOPS server and outbound from the remote server to the SWIT system only.

f. Printer (port 515)

- spooler
- (1) This port is used by fielded TOPS systems with remote sites that print the Form DD1299. It is for the line printer and applies to networked printers only.

(2) Service is required outbound from the TOPS server to the remote site only.

#### 4. Service Points of Contact

- a. Concerns with base level networking and firewall issues that cannot be resolved with the base communications squadron (or it's equivalent) should be elevated by the Transportation Officer (TO) to the appropriate TOPS Joint Development Team (JDT) member.

(1) Marine Corps:

Ms. Kathy Estes  
Commandant of the Marine Corps (LFT-4)  
HQ U.S. Marine Corps, 2 Navy Annex  
Washington DC 20380-1775

Voice DSN: 225-7851  
Voice COM: (703) 695-7851  
Fax DSN: 225-8160  
Fax COM: (703) 695-8160  
E-mail: [ESTESKM@HQMC.USMC.MIL](mailto:ESTESKM@HQMC.USMC.MIL)

(2) Air Force:

Mr. Don Fichtel  
JPPSO-COS  
1655 S. Murray Boulevard  
Colorado Springs CO 80916-4513

Voice DSN: 692-9223  
Voice COM: (719) 554-9223  
Fax DSN: 692-9224  
Fax COM: (719) 554-9224  
E-mail: [DONALD.FICHTEL@PETERSON.AF.MIL](mailto:DONALD.FICHTEL@PETERSON.AF.MIL)

Ms. Lynn Murphy  
Voice DSN: 692-9223  
Voice COM: (719) 554-9223  
Fax DSN: 692-9224  
Fax COM: (719) 554-9224  
E-mail: [LINDA.MURPHY@PETERSON.AF.MIL](mailto:LINDA.MURPHY@PETERSON.AF.MIL)

(3) Navy:

Mr. Warren Bennett  
Naval Supply Systems Command (SUP53)  
5450 Carlisle Pike, Building 309  
P.O. Box 2050  
Mechanicsburg PA 17055-0791

Voice COM(717) 605-5858  
E-mail: [WARREN\\_BENNETT@NAVSUP.NAVY.MIL](mailto:WARREN_BENNETT@NAVSUP.NAVY.MIL)

Ms. Martha Irons  
Voice DSN: 430-6618  
Voice COM: (717) 605-6618  
Toll Free: (800) 444-7789 ext 6618  
Fax DSN: 430-5854  
Fax COM: (717) 790-5854  
E-mail: [MARTHA\\_J\\_IRONS@NAVSUP.NAVY.MIL](mailto:MARTHA_J_IRONS@NAVSUP.NAVY.MIL)

## (4) Army:

Ms. Jeanette McCants  
Headquarters Department of the Army  
Attn: DALO-TSP-PP (McCants)  
500 Army Pentagon  
Washington DC 20310-0500

Voice DSN: 224-4362  
Voice COM: (703) 614-4362  
Fax DSN: 224-7124  
Fax COM: (703) 614-7124  
E-mail: [MCCANJ@HQDA.ARMY.MIL](mailto:MCCANJ@HQDA.ARMY.MIL)

Note: Inquiries to the Army JDT representative should go through the TOPS sites' major Army command.

## (5) Coast Guard:

CWO4 Roger Friedt  
Commandant (G-WPM-2)  
2100 2<sup>nd</sup> Street S.W.  
Washington DC 20593-0001

Voice COM: (202) 267-2209/2247  
Fax COM: (202) 267-4823  
E-mail: [RFRIEDT@COMDT.USCG.MIL](mailto:RFRIEDT@COMDT.USCG.MIL)

- b. Issues concerning a breakdown in existing communications to an operational TOPS system should be reported to the TOPS Customer Assistance Office (CAO) Help Desk.

(1) TOPS CAO Help Desk: Toll Free (800) 331-7348

POC: Mr. Raymond E. Lam  
Customer Ass & Operations Spt  
HQ MTMC, TOPS PMO  
Alexandria VA  
DSN: 328-2718

**DODAAC SEARCH SITE**

Looking for DoDAAC, clear text addresses, or other data characteristics needed for requisitioning, marking, or preparing shipping documents? Then visit our DoDAAC Search Site at <http://www.pats.wpafb.af.mil/dodaac/default.htm>. At this site the user will have a choice to access information using the DoDAAC Search or the Advanced DoDAAC Search. When only minimal information is known by the user, the Advanced Search engine should be used. An example of this type of query would be if the user knows the address line begins with, ends with or contains "XYZ". The output for this query will be all DoDAACs that have "XYZ" in the address field. If specific information such as DoDAAC is known, but the TAC 1 address is needed, then user should use the DoDAAC Search engine. An example of this type of query would be specific DoDAAC input and the query result would be all Type Address Codes applicable to that DoDAAC. Future enhancements to this site will be the development of the capability for the MAJCOM monitors to modify existing DoDAAC information via this site, expected completion date is 29 December 2000. Contact Mrs. Judy Oldham, AF DoDAAC Service Point Representative, DSN 787-7223 or via email [judith.oldham2@wpafb.af.mil](mailto:judith.oldham2@wpafb.af.mil).

POC: Ms. Patricia A. Wortham  
HQ AFMC/LSO  
Wright-Patterson AFB OH  
DSN: 787-7223

**VEHICLE MAINTENANCE****COLET K-15 FIRE TRUCK**

The new Colet K-15 "Jaguar" fire truck arrived at Langley AFB on 6 December 2000 from JRI, Incorporated of Newark, California. This was first of five K-15's purchased by ACC to be delivered to fire departments at Ellsworth, Holloman, Langley, Mountain Home, and Nellis AFBs.

The K-15 is a 1,500 gallon capacity crash/rescue fire vehicle capable of delivering 1,250 gallons per minute at 250 psi controlled by a single fireman/driver from an aircraft looking vehicle cockpit. It can be configured for air transportation via a C-130 in moments. Power is provided by a 6 cylinder Cummins turbocharged diesel engine and transferred to all wheels through a 6-speed, electric shift, Allison transmission. The custom built stainless steel monocoque type frame rides on a suspension system that uses computer controlled hydraulic struts to control the vehicle's handling instead of conventional springs and shocks.

The Fire Department at Atlanta International Airport has been using similarly designed fire trucks from JRI for several years and has been pleased with their performance. ACC will be testing this fire truck as a possible contender to replace the current Oshkosh P-19 crash/rescue fire truck used throughout the Air Force today.

A few more details and pictures of the K-15 can be accessed from the ACC/LGT web page at <https://lg.acc.af.mil/lgt/lgtv/k-15firetruck/k15jaguar.htm>.



POC: Mr. Charles Batchelor  
Langley AFB VA  
DSN: 574 4410  
[charles.batchelor@langley.af.mil](mailto:charles.batchelor@langley.af.mil)

**OTHER ITEMS OF INTEREST****Air Force Board for Correction of Military Records (AFBCMR)**

One of the unique duties we have as staff officers on the Air Staff is to offer advisor opinions to the AFBCMR. The AFBCMR is the highest level of administrative review within the Department of the Air Force. "Why would an article be in this publication about a correction board?" some would ask. "That's for promotions or to get a medal in your records." To tell the truth, yes, this board does that, too. But this board also provides an opportunity to right a wrong that may have occurred due to fau-pax, mistake or other process abnormalities (improper counseling or incorrect information), that resulted in the military member taking an action he or she



shouldn't have. For example, the member who may have improperly purchased airline tickets. This is an avenue to possibly obtain funds reimbursement up to what the government would have spent to send them PCS or TDY.

Some would argue that it's "Finance's job to fix this." Again, to tell the truth, yes it is. Finance offices finalize both TDY and PCS travel vouchers. However, as transportation professionals, we are an essential element of the process as well. Some of the following recommendations may prompt you to accomplish a couple of things at your base. First, work with the Finance office to ensure your two offices have sound procedures to help the members. Work with both the Military Personnel Flight (MPF) and, through them, with orderly rooms to ensure the out processing checklists for both PCS and TDY require a stop at TMO. Is there a "block" for your TMO representatives to check reference to airline tickets? If not, ask the owner of the checklist to update it based on your request. This will result in making your job easier by helping us help our customers.

Second, do the remarks on the back of the orders (both TDY and PCS) require the member to check with TMO/CTO for airline tickets? If not, ask the MPF to correct these items as well. For PCS, the governing directive is AFI 36-2102, *Base Relocation*. For TDY orders it is AFI 65-103, *Temporary Duty Orders*. Help their offices help you. Third, invite yourselves to commanders' call, first sergeant meetings and write articles for the base newspapers explaining the process (again and again and again).

Finally, if all this fails and someone does not get the proper counseling -- be an advocate (where appropriate) for members. Tell them about the AFBCMR process. Have the DD Form 149 available and pass them out if you find out that one of "our own" needs help.

You may obtain the complete information by accessing the HQ AF Personnel Center Web page at <http://www.afpc.randolph.af.mil/>. On the site map, scroll down to the "Appeals and Special Selection Boards" area and click. This will take you to the information about the board process. For additional assistance regarding the correction of military record process consult AFI 36-2603 and AF Pamphlet 36-2607 for more information. To obtain information about the WEB site, you may contact William J. Anderson by calling DSN: 487-4343 or Commercial: (210) 652-4343.

Lt Col Zyna Captain

HQ USAF/ILTT

DSN 227-9560

## INDIVIDUAL MOBILIZATION AUGMENTEE

Are you planning on separating from Active Duty? You might want to consider Air Force Reserve Individual Mobilization Augmentee (IMA) duty.

By definition, IMAs are members of the Selected Reserve--an element of the USAFR's Ready Reserve. IMAs are usually assigned to active Air Force units in order to support contingency operations or pre/post mobilization requirements. Normally, IMAs backfill their active duty personnel when the active duty person deploys.

Like unit Reservists, IMAs are the first-line back up for the Air Force in the event of war, national emergency or natural disaster. However, IMAs are unique in that they operate somewhat unilaterally--conducting their service lives outside the traditional organizational structure of unit reservists and, in conjunction with the needs of their active duty units, often taking the initiative to arrange their own participation and training. You will find highly trained, professional IMAs working along side their active duty counterparts in nearly all career fields on a daily basis. The IMA mission in peacetime is readiness, and as such, IMAs are an integral part of the Total Force concept. According to some people in the program, "The IMA Program is the best kept secret in the Reserves because of the flexibility it offers to the reservist. You work with the active duty and no one knows you're a reservist. I love it!"

You can find out about transportation AFSC vacancies in Air Combat Command by contacting Capt Rick Hughes, [rick.hughes@langley.af.mil](mailto:rick.hughes@langley.af.mil) or MSgt Larry Lane, [larry.lane@langley.af.mil](mailto:larry.lane@langley.af.mil). For more general IMA information visit the Air Reserve Personnel Center at <http://www.arpc.org/arpc.htm>, or contact your Base IMA Administrator.

POC: Capt Rick Hughes

HQ ACC/LGTT

Langley AFB VA



DSN: 574 3214

rick.Hughes@langley.af.mil

### **Personalizing Safety**

Just the mention of the word, "Safety," seems to turn many people off. They've heard the preaching, people trying to reach them, to protect them, to make them aware of the many hazards out there--but the moment they're aware that the subject is "Safety," they seem to tune out the speaker. For much the same reason, most "Safety" bulletins go unread. You see, "Safety" is an abstract word that people, particularly young people, have real difficulty relating to. It would seem that the problems associated with not wearing seatbelts, and the problems/realities of being involved in accidents, of being injured, and ultimately of being killed are all things that happen to other people. As ridiculous as that notion may seem to the adults, parents, and supervisors in our society and Air Force--that point of view seems to dominate the thinking of too many in our collective community.

The question in this scenario is not why people see things that way, because there are as many reasons for their seeing it as such, as there are people to see it that way. As I see it, the question is "how do you cover safety topics in terms that people can relate to?" In recent years, there have been a number of approaches to this problem attempted. For example, in the last several years there have been a number of messages released by some office in the U.S. Navy--messages which graphically described terrible things unnamed sailors and marines got into, because of alcohol or other indiscretion. The incidents described, from which they didn't get out intact, are well written with a sardonic, if not morose, sense of humor. Such an approach seems to get your attention, and although the incidents might seem humorous, the various terrible outcomes are anything but funny. I believe, moreover, that such an approach falls short of reaching the hearts and souls of our people, because the messages they convey pertain, once again, to people other than the ones we're trying to communicate with.

For that reason, I believe that the only effective way to grab the attention and modify the behavior of your people in regard to "Safety," is to so localize your message that you get the people you're trying to influence to relate personally with the message you're trying to project. By knowing your audience and learning from them what real-life experiences they might share, you can build a base for effectively getting the "Safety" message across to them and their peers. You identify the safety issues that need to be addressed, and then you facilitate their discussion by drawing specific examples from the local area and the collective memory/experience of your audience. That enables you and your audience to bring home to themselves and their peers/your target audience in specific personal terms what simply talking or addressing such incidents in the abstract doesn't seem to do. Localize, personalize, and communicate. Your audience knows what problems have almost happened to them, and what problems have happened to those people they've known and/or loved. Getting them involved in getting the safety message across to their peers makes real and personal what discussion of abstract incidents doesn't--and more importantly, they'll tend to remember and heed the lesson. Hence, I encourage you to give this audience-centered approach a try, because your success may very well make a profound difference in many of your people's lives.

POC: Mr. Ralph Wareham, DAFC  
Traffic Management Officer  
509<sup>th</sup> Transportation Squadron  
Whiteman AFB MO

### **The National Defense Transportation Association (NDTA)**

The NDTA is an educational, nonprofit, worldwide organization, equipped to combine the transportation industry's manpower and skills with the expertise of those in government and military to achieve the mutual objective of a strong and responsive transportation capability.

Headquartered in Alexandria, Virginia, NDTA links all segments of the transportation industry through its 75 chapters in cities throughout the United States and in 10 countries. The Association membership, totaling more than 7,600 represents the users, manufacturers, mode carriers and related military and government interests.

NDTA coordinates programs and activities among the commercial industry's traffic managers, marketing executives and logistics specialists and their counterparts in government and military. This is accomplished through special councils which design action programs in emergency transportation preparedness, government advisory assistance and research.

NDTA Councils offer assistance to such U.S. Government agencies as the Department of Defense, Department of Transportation, the Defense Civil Preparedness Agency, Office of Emergency Transportation and to the American National Red Cross.

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- Objectives

- (1) To provide a common forum to discuss and endorse programs designed to promote transportation preparedness for the defense of the Free World;
- (2) To maintain an awareness among the members of the Association, and to inform the public of the critical importance of transportation to national defense and effectiveness and use during emergencies;
- (3) To provide active assistance by study and action, in a non-partisan capacity to appropriate government agencies engaged in transportation preparedness planning and to promote recognition of the need for cooperation and support of carrier management in operationally effective planning;
- (4) To encourage implementation of plans and programs to assure transportation capability in time of emergency;
- (5) To provide advisory assistance upon request, to governmental agencies whose concern is defense transportation problems;
- (6) To encourage transportation and related industries to make available transportation management and operational personnel for prompt support of appropriate agencies in periods of emergency;
- (7) To support, conduct and assist programs of transportation education and scientific research and development among private, industrial, educational and government agencies, which are designed to increase the effectiveness, economy and responsiveness of the transportation industry and allied services to defense needs;
- (8) To foster a spirit of patriotic and cooperative goodwill, cooperative endeavor and mutual understanding among its members, industrial entities, components of the transportation industry, the Armed Forces and Government agencies concerned with transportation;
- (9) To support continued reliance on the free enterprise system of ownership and operation of transportation in the United States.

For more information on how you can become a part of this outstanding organization, contact your local Chapter today or visit the website at [www.ndtahq.com](http://www.ndtahq.com).

POC: MSgt Curtis Cookston  
633 AMSS/TRO  
Kadena AB Japan

### **MEEP CORNER**

1. Equipment Evaluated: The Air Bag Lift is a ¾" inch thick bag, with a low design that is excellent for use under low ground clearance vehicles. The Air Bag Lift is strong and compact, made from Kevlar, and comes with a single control valve. It weighs approximately 3 lbs. Two models will be tested: (1) Air Bag Model #12104, a 12" x 18" x ¾" specially designed air bag, with a lifting capacity of 11.4 tons to a height of 7.0 inches. (2) Air Bag Model #12106, a larger 15" x 21" x ¾" specially designed air bag, with lifting capacity of 17 tons to a height of 9.2 inches.

Test Site MacDill AFB, FL, main base vehicle maintenance flight, and JCSE. MEEP Project NO., T00-23. Project is scheduled to be closed in January 2001.

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2. Equipment Evaluated: Genisys Enhanced Monitor Scan Tool, (Model 3426); is a new generation information system for the technician that wants it all in one package, diagnostics and scanning, with the option of adding gas, scope, and meter in the future. The Genisys, for domestic vehicles, deluxe kit comes complete with diagnostics software for troubleshooting; 1980-99 GM, 1979-99 Ford, and 1983-99 Chrysler vehicles. Genisys software features up to 12 items per screen in digital mode. It also contains the latest Chrysler and Jeep ABS and airbag coverage. GM diagnostics with its bi-directional features will allow you to diagnose transmission faults faster than ever. The software also identifies emission and non-emission related codes; plus there are loads of vehicle specifications.

Test Sites Shaw AFB NC and Whiteman AFB MO. MEEP Project NO. T00-32. Project scheduled for completion June 2001.

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3. Equipment Evaluated: Hand Held Vacuum. The Hand Held Vacuum is a hand held air operated vacuum cleaner; "Quick Spiff" that has a one-piece pistol grip handle and a heavy-duty dust bag with a rear deflector, which extends dust bag life. Advertised as being easy to use, comfortable to handle, with useful standard attachments it comes with three attachments; a 16" flex hose, 3" dust brush, and a 9" crevice tool. It requires a minimum of 90-lbs of air pressure to operate.

Test Site, MacDill AFB FL. MEEP Project NO T00-33. Project is scheduled to be closed in February 2001.

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4. Product Evaluated: "Smoke Check 1667" Diesel Emissions Tester. The Smoke Check Tester is advertised as a hand-held "easy to use" tester" that has on-screen scrolling instructions to guide the user through a test. One person can perform the entire test. Test results are automatically corrected, mathematically, for high or low ambient temperature relative humidity and barometric pressure. Accurate testing can even be done in wind because the smoke is tested before it leaves the smokestack. The probe of the Smoke Check 1667 clips easily inside any smokestack. Rain flaps, curved, downward facing, or stacks that exit flush with a bumper are no problem. The skill of the operator does not affect the accuracy of the test because no sensor head adjustments are used. The system weighs 10 pounds and is completely portable; no carts necessary. A sealed lead acid battery is provided for forty hours of use per charge. The unit comes with the following options: Oil Temperature Sensor - engine temperature can be verified to ensure the engine is properly warmed-up; RPM Sensor - engine RPM can be measured during the test to show that the correct test procedure is followed.

Test Site, Shaw AFB NC. MEEP Project NO T00-25. Project will be completed in June 2001.

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5. Equipment To Be Evaluated: The Power Luber, Model 1242, 12-Volt Cordless Rechargeable Grease Gun. Advertised as the most advanced grease gun ever created. The Power-Luber delivers a consistent grease flow, at up to 6000p.s.i. It comes in three different models, with a full range of accessories. The Model 1242 comes complete with a 110 volt fast charger; one 12 volt NiCad rechargeable battery, a 30 inch flex hose with spring hose; and a custom carrying case designed to hold optional rechargeable battery and two optional grease cartridges (grease not included).

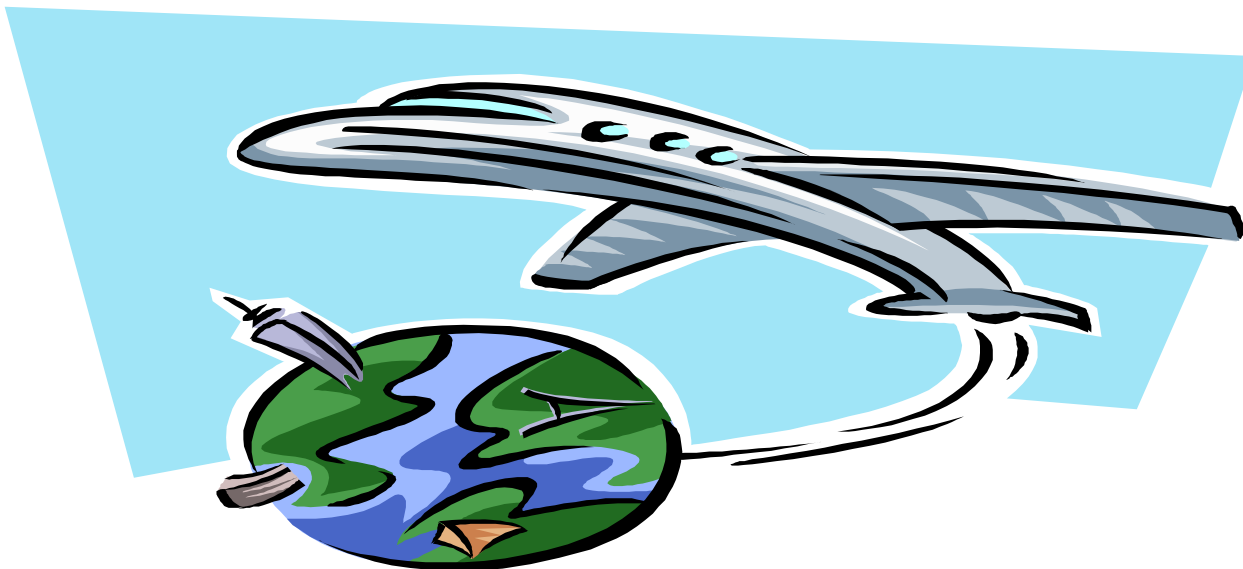
Test Site, Langley AFB VA. MEEP Project NO T00.28.

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NOTE: All of the projects referenced in the last issue of the Transformer are closed and findings have been forwarded to the Air Force MEEP Office for further action and closure. Look for final closing action in future editions of the Consolidated Status Report.

Please contact us if you would like additional information on the above or any other MEEP projects. We can be reached at DSN: 574-4408/4410 or commercial (757) 764-4410/4410.

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